

Message Text

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ACTION EB-08

INFO OCT-01 NEA-10 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 L-03 H-01
SS-15 NSC-05 /052 W
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FM AMEMBASSY BEIRUT

TO SECSTATE WASHDC 3516

INFO AMEMBASSY ROME

C O N F I D E N T I A L BEIRUT 1466

E.O. 11652: GDS

TAGS: EAIR, LE

SUBJECT: CIVAIR - US-LEBANON NEGOTIATIONS

REF: STATE 060949 (NOTAL)

1. DCM MET WITH GOL DIRGEN OF CIVIL AVIATION ZUHAYR BEYDOUN
APRIL 1 TO DISCUSS, INTER ALIA, RECENT CIVAIR NEGOTIATIONS
IN WASHINGTON. DURING CONVERSATION ON THIS SUBJECT, BEYDOUN
MADE THE FOLLOWING POINTS:

2. NEGOTIATIONS HAD STARTED SLOWLY AND THERE HAD NOT BEEN
ENOUGH TIME, PARTLY BECAUSE USDEL HAD BEEN BUSY WITH OTHER
NEGOTIATIONS SIMULTANEOUSLY. BEYDOUN ADMITTED INDIRECTLY
THAT HE HAD NOT BEEN FULLY PREPARED WHEN NEGOTIATIONS
OPENED AND HAD NEEDED TIME TO REACQUAINT HIMSELF WITH
THE ISSUES.

3. US PROPOSALS WERE UNBALANCED AND "UNFAIR." USG WAS
ASKING GOL TO GIVE PANAM CARTE BLANCHE TO RESUME SERVICE
TO BEIRUT WHENEVER IT WISHED, FROM POINT AND FREQUENCY
OF ITS OWN CHOOSING. IT WAS NOT REASONABLE TO ASK GOL
TO AGREE THAT PANAM COULD, FOR EXAMPLE, RESUME DIRECT
DAILY PARIS-BEIRUT FLIGHTS AT ITS SOLE DISCRETION, REGARD-
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LESS OF IMPACT ON MEA. AT SAME TIME, USG WAS INSISTING THAT
MEA AGREE NOT TO START SERVICE TO US.

4. ON TMA, BEYDOUN SAID GOL KNEW PACIFIC ROUTE WAS A
LOST CAUSE BUT BELIEVED USG SHOULD SHOW BETTER UNDERSTANDING
OF LEBANON'S POSITION WITH RESPECT TO TRAFF BETWEEN US
AND MIDDLE EAST. LEBANON'S NATURAL ROLE AS AN ENTREPOT

MADE IT NORMAL FOR TRAFFIC TO EXCEED LEVEL OF STRICTLY
US-LEBANESE TRADE.

5. GOL WANTED RATIO BETWEEN 747'S AND 707'S TO BE ONE
TO THREE, NOT ONE TO TWO AS PROPOSED BY USG.

6. ON CHARTER FLIGHTS, BEYDOUN IMPLIED THAT EVERYONE IN
AIRLINE INDUSTRY KNEW ARAMCO CHARTER WAS VERY LUCRATIVE
AND THAT OTHER WERE SEEKING BY ANY MEANS TO GET THIS BUSINESS
FROM TMA.

7. COMMENT:

A. BEYDOUN DID NOT INDICATE GOL WAS READY TO RESUME
NEGOTIATIONS. IF AND WHEN HE DOES SO, IS USG PREPARED TO
SEND A NEGOTIATING TEAM TO BEIRUT?

B. AS WE UNDERSTAND PARA 5 REFTTEL, TMA IS CONTINUING
TO OPERATE AS IT DID BEFORE DECEMBER 31, 1976, BECAUSE TMA
RENEWAL APPLICATIONS ARE PENDING BEFORE CAB. IS THIS
CORRECT? HOW SOON IS CAB LIKELY TO RENDER A DECISION IN
THIS CASE? IS SUCH DECISION FINAL OR IS IT REFERRED TO
THE PRESIDENT FOR APPROVAL?
PARKER

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Message Attributes

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